

# Apply for a Band 1 marine licence

## Project description

Project name
Puma Energy Jetty Maintenance

Please provide a brief description of the proposed project, including location.
Maintenance of Puma Energy's jetty located off Gelliswick Bay within the Milford Haven waterway. Maintenance works will consist of the removal of discrete patches of surface corrosion (surface preparation) from steel structures located above MHWS and their subsequent repainting. Surface preparation will be carried out by hand and/ or grit blasting from a floating barge or suspended scaffold. Painting will be carried out by hand from a floating barge or suspended scaffold.

Does the activity have an estimated project cost for marine works over £1 million? If yes, the activity is no longer eligible for a band 1 application and a band 3 application will be required.
No

## Applicant details

To whom the licence will be issued. This must be a legal entity such as an individual, registered company/ charity or public body.	
<b>Title</b>	Mr
<b>Full name</b>	Kevin Rees
<b>Company or trading name</b>	Puma Energy (UK) Limited
<b>Company Registration Number (if applicable)</b>	09156625
<b>Name of contact or individual (if different)</b>	Sarah Jones
<b>Position in company</b>	Environmental Technician
<b>Address (provide registered company address if applicable)</b>	Westerleigh Terminal, Oakleigh Green Farm Lane, Westerleigh, Bristol
	-
	-
<b>Postcode</b>	BS37 8QE
<b>Telephone number</b>	07825813199
<b>Email address</b>	Sarah.jones@pumaterminals.com

## Details of agent, contractor, vehicles and/or vessels used to carry out works

Does the applicant wish to be included in all correspondence?

Yes

Will the works require the use of vessels?

Yes

Will the works require the use of any vehicles?

Yes

## Proposed project details

Licensable period

Determination of applications will be based on the works taking place during these dates. Please ensure you have included an adequate contingency period. If works are not completed by the requested licence expiry date you may be required to submit a new application. Including a contingency period within your original application does not impact on the licence fee.

**Start date (DD/MM/YYYY)** 31/03/2024

**Requested licence expiry date (DD/MM/YYYY)** 31/03/2025

Please detail the location of the proposed project.

This should be either Ordnance Survey National Grid Reference (i.e. SN 12345 67890) or Latitude and Longitude in decimal degrees to 4 decimal places (i.e. Lat 52.1234 Long -4.1234), defining the extent of the project. Please specify which coordinate system has been used and if using GIS co-ordinates, specify which projection has been used.

Latitude and Longitude in decimal degrees. Works to be undertaken on discrete sections of jetty structure (piles, beams and pipework) located above MHWS within overall jetty boundary. Jetty boundary marked on Plate 1 (below) with broken purple line. The extent of the jetty is illustrated by linking the following grid references in an inverted T shaped polygon; North 51.7072, -5.0630; East 51.7014, -5.0539; Southeast 51.7006, -5.0552; Southwest 51.6997, -5.0607; West 51.6994, -5.0636.

## Method statement

Are the works within a sensitive area or one of the following activities: boreholes, replacement piles or beach management?

Yes

## Band 1 method statement template

Please provide a brief summary of the application including location of the works (coordinates - lat/long, decimal degrees). For activities that cover a large area please provide coordinates of the approximate extent of works.

The application is to facilitate the maintenance of Puma Energy's jetty located off Gelliswick Bay within the Milford Haven waterway.

The works will be centered on Ordnance Survey National Grid Reference SM 88634 04619. The works will be undertaken on discrete sections of the jetty structure (piles, beams and pipework) located above MHWS within the overall jetty boundary. The works will consist of the removal of discrete patches of surface corrosion (surface preparation) from steel structures located above MHWS and their subsequent repainting. Should there be a requirement to carry out repairs these will be completed prior to repainting.

Surface preparation will be carried out by hand and/or blasting from a temporary scaffold or floating barge.

Should mechanical repairs be required these will be undertaken from a temporary scaffold.

Painting using brush, roller or spray as appropriate will be carried out by hand from a floating barge or temporary scaffold.

Contact with the Port authority will be maintained throughout the works and specific RAMS will be provided on request

## Scope of works

Please provide a full description of all proposed works including: Sequence of works (mobilisation, marine works, site remediation (if required)) Estimated timing of works (duration, working hours, day/night, plus contingency) Plant, machinery or vessel required Estimated quantities (removals, deposits, construction materials)

Please provide a full description of all proposed works including:

- Sequence of works (mobilisation, marine works, site remediation (if required))
- Estimated timing of works (duration, working hours, day/night, plus contingency)
- Plant, machinery or vessel required
- Estimated quantities (removals, deposits, construction materials)

The scope of works will consist of both planned and reactive maintenance.

### Planned Maintenance

Planned activities as part of the preventative maintenance programme are well defined and summarised below.

#### Jetty piles – Various locations

Using a floating barge complete with access hoist, gain access to upper sections of corroded piles above MHWS. Scope of works is to remove corrosion and repaint.

The work is planned to commence in late March 2024 and will take approximately 8 months to complete subject to weather.

A specialist diving contractor will carry out underwater inspection of a sample of piles from throughout the Jetty structure

The work is planned to commence in July 2024 and will take approximately 3 months to complete subject to weather.

#### Jetty Berth 2/3 Approach Road Berth 2/3 Tee Head and Mooring Dolphins Berths 1 and 2

Using temporary suspended scaffold gain access to structure and piping in the section of Approach road from approximately 800m out from the shore. Scope of works is to remove all corrosion and repaint. Limited weld repairs are likely to be required which will be completed prior to repainting.

The work is planned to commence in late March 2024 and will take approximately 8 months to complete (subject to weather).

### Reactive Maintenance

There may be occasions where access to discrete sections of the jetty above MHWS is required in order to complete unforeseen repairs. In these circumstances access would be by the most practical method available, e.g., work boat, floating barge or temporary suspended scaffold. Repair scopes are assumed to require the removal of corrosion, removal /repair of structure/piping and repainting to make good. This requirement could arise at any time during 2024

## Access and working areas

Please provide details of access to the site and working areas. This should include: Attached map of the access/egress route and working areas (annotated aerial image and/or OS map) Predicted plant/vehicle movements Storage areas for plant, equipment and materials (if required) Risks to navigation

Access/egress for scaffold, materials and equipment will be by road via Puma Energy's jetty which is located off South Hook Road, Gelliswick. Access to the jetty is controlled by 24/7 security. The frequency of vehicle movements is not predicted to be significantly greater than during normal operation.

Where a floating barge is to be used it will be moored in Milford Docks overnight and travel to/from Puma Energy's jetty once each working day.

## Environmental mitigation

Please list appropriate mitigation measures to minimise impacts on the marine environment these may include: Pollution prevention and control procedure (guidance available on the NetRegs website) Spill response kits Minimise plant traffic Designated access and egress routes Storage of materials (fuel, chemicals, construction waste) Biosecurity (guidance available at <http://www.snh.gov.uk/docs/A1294630.pdf>)  
Note: To assist you, the following mitigation statements will be used as conditions within the licence. By signing this method statement you will be agreeing to adhere to these restrictions. If you are unable to do this, the application will not qualify as Band 1. All equipment, temporary structures, access tracks, waste and/or debris associated with the works will be removed on completion of the works. Bunding, storage facilities and spill kits will be employed to contain and prevent the release of fuel, oils and chemicals associated with the plant, refuelling and construction equipment into the marine environment. Plant, vehicles and machinery will not be refuelled on the foreshore. Coatings and treatments will be suitable for use in the marine environment and are used in accordance with best environmental practice. All equipment, materials, machinery and PPE used will be in a clean condition prior to their arrival on site, and upon removal from site, to minimise risk of introducing non-native species into the marine environment. In the event of removal of any sensitive species or habitat designated by NRW under Schedule 7 of the Environment (Wales) Act 2016, no further removals will occur at that location or within 20m of that location.

Please list your bespoke mitigations here:

} All equipment, temporary structures, access tracks, waste and/or debris associated with the works will be removed on completion of the works.

} Bunding, storage facilities and spill kits will be employed to contain and prevent the release of fuel, oils and chemicals associated with the plant, refuelling and construction equipment into the marine environment.

} Plant, vehicles and machinery will not be refuelled on the foreshore.

} Coatings and treatments will be suitable for use in the marine environment and are used in accordance with best environmental practice.

} All equipment, materials, machinery and PPE used will be in a clean condition prior to their arrival on site, and upon removal from site, to minimise risk of introducing non-native species into the marine environment.

} In the event of removal of any sensitive species or habitat designated by NRW under Schedule 7 of the Environment (Wales) Act 2016, no further removals will occur at that location or within 20m of that location.

Where grit blasting of corrosion product (rust) is necessary, mitigations to prevent pollution of the marine environment will be as follows:

- If practical the work area will be fully enclosed and all blast materials will be collected and removed by sweeping during and upon completion of the works; or
- If not practical to fully enclose the work area, closed-cycle 'induction' blasting will be used thus allowing blast materials to be collected by vacuum and removed during the works.

The iron silicate blasting abrasive to be used is not classified as hazardous under the CLP Regulation (1272/2008/EC), is not persistent bioaccumulative and toxic (PBT) or very persistent and very bioaccumulative (vPvB) as defined in Annex XIII of the REACH Regulation, and is not included in the ECHA candidate list of substances of very high concern.

Due to the aggressive environment and difficulty of access to the jetty structure, a two-component, polyamide adduct cured epoxy paint will be used which will outlast and require less maintenance than water based paint.

Waste blast materials and paints will be brought ashore at either Puma Energy's jetty or Milford Docks and transferred by a registered waste carrier to a suitably permitted disposal site.

Works will take place during daylight hours only and is not expected to cause undue interference to others.

Marking and lighting of works is not required.

## Materials of the project

Description of materials to be deposited seaward of Mean High Water Springs (MHWS)  
(Please tick all that apply)

Other (please provide a description of materials):

Due to the complexities of containing grit blasting works over water, a limited quantity of iron oxide (rust) and inert synthetic mineral grit may be deposited in the immediate vicinity of the jetty. Mitigation measures will be employed to minimise any deposit.

Delivery method of materials to site

If sea delivery, details of vessels to be used with a chart of proposed route and transshipment area is required. If delivery is by vehicle, the details about the proposed access route are required. Please indicate if you are providing details in a separate file.

Access/egress for scaffold, materials and equipment will be by road via Puma Energy's jetty which is located off South Hook Road, Gelliswick. Where a floating barge is required the catamaran barge 'Jenna's Island 2' will be moored in Milford Docks overnight and travel to/from Puma Energy's jetty once each working day. Jenna's Island 2 has a length of 12m, a beam of 7.5m and a fully laden draught of 0.6m. Access routes are marked on Plate 2 (below) with solid green lines.

Will the works involve removals seaward of MHWS?

No

## Additional information

Please provide the following:

You must include a suitably scaled extract of an Ordnance Survey Map or Admiralty Chart with location of project complete with north arrow and scale

You must include details of correspondence with MCA, Trinity House and The Crown Estate

Please upload these below

- File: Plate 3 - Ordnance Survey Map.pdf - [Download](#)
- File: Mairne Licence Approvals 2024.pdf - [Download](#)

**Please list below all supporting documents that have been submitted with this application.**

Plate 3 – Ordnance Survey Map  
Email correspondence from MCGA  
Email correspondence from MHPA  
Email correspondence from Trinity House

## Statutory powers

Does the applicant have statutory powers to consent any aspect of the project? e.g. coast protection authority, dredging powers, statutory undertakers

No

## Public register

Is there any information contained within or provided in support of this application that you consider should NOT be included on the Public Register on the grounds that its disclosure:

	Yes	No
<b>Would be contrary to the interest of National Security?</b>		X
<b>Would prejudice to an unreasonable degree you, or some other person's commercial interest or those of a third party?</b>		X

## Application fee

Please provide the method of payment

BACS

**Reference number (not BACS remittance no.)**

PRCAPPUMAE124

## Declaration

I declare that to the best of my knowledge and belief that the information given in this application form and supporting documentation is true.

WARNING: It is an offence under the Marine and Coastal Access Act 2009, under which this application is made, to fail to disclose information or to provide false or misleading information. This could invalidate any licence granted.

<b>Name</b>	Mr KEVIN REES
<b>Date</b>	09.02.2024
<b>Position in company</b>	Milford Haven Terminal Manager

If you would like a copy of your completed form, please add your preferred email address below:

sarah.jones@pumaterminals.com